

CIP Historical Breakdown by Transportation Mode

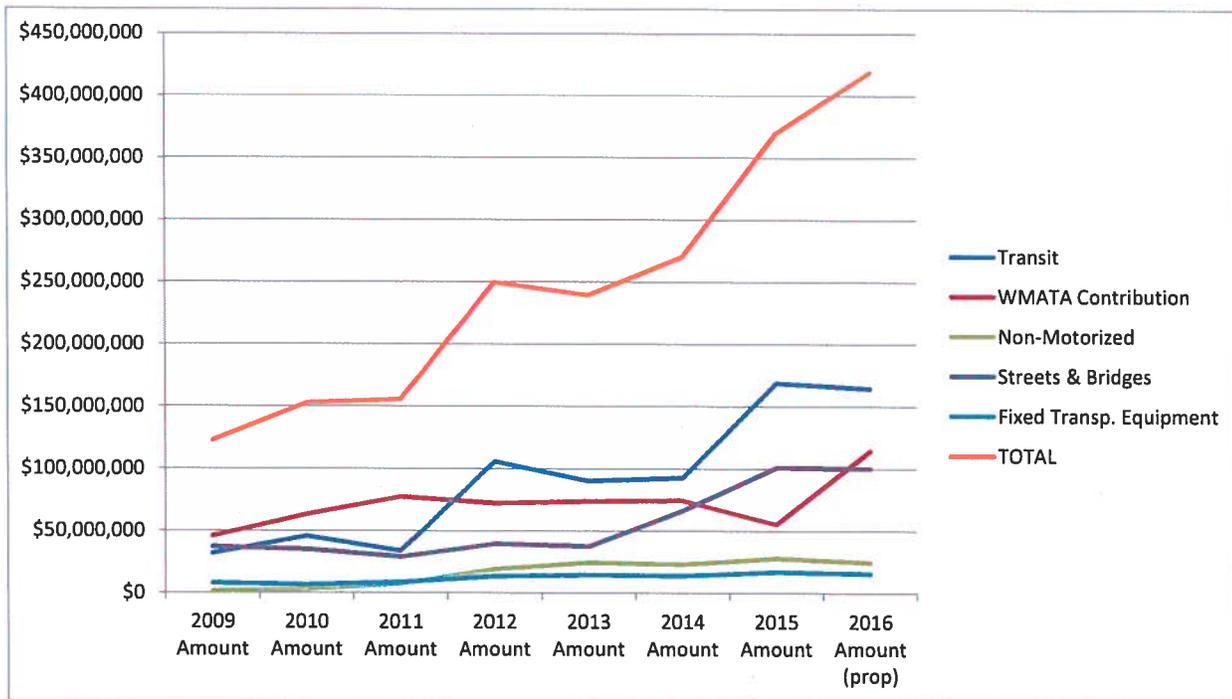
CIP Year	Transit	WMATA Contribution	Non-Motorized	Streets & Bridges	Fixed Transp. Equipment	TOTAL
2009 Amount	\$31,707,486	\$45,672,000	\$966,702	\$36,763,581	\$7,580,706	\$122,690,475
2009 Percentage	26%	37%	1%	30%	6%	100%
2010 Amount	\$45,467,567	\$63,343,000	\$2,886,588	\$34,661,500	\$6,384,000	\$152,742,655
2010 Percentage	30%	41%	2%	23%	4%	100%
2011 Amount	\$33,716,000	\$77,370,000	\$7,100,000	\$28,870,000	\$8,430,000	\$155,486,000
2011 Percentage	22%	50%	5%	19%	5%	100%
2012 Amount	\$105,745,000	\$72,200,000	\$19,255,857	\$39,320,000	\$13,200,000	\$249,720,857
2012 Percentage	42%	29%	8%	16%	5%	100%
2013 Amount	\$90,157,750	\$73,650,000	\$24,185,857	\$37,320,000	\$14,285,000	\$239,598,607
2013 Percentage	38%	31%	10%	16%	6%	100%
2014 Amount	\$92,578,378	\$74,535,000	\$23,027,071	\$66,315,679	\$13,887,019	\$270,343,147
2014 Percentage	34%	28%	9%	25%	5%	100%
2015 Amount	\$168,672,560	\$55,310,000	\$27,974,000	\$100,793,000	\$16,725,000	\$369,474,560
2015 Percentage	46%	15%	8%	27%	5%	100%
2016 Amount (prop.)	\$164,389,229	\$114,460,000	\$24,427,685	\$100,200,000	\$15,503,063	\$418,979,977
2016 Percent. (prop.)	39%	27%	6%	24%	4%	100%
8-Year Average Percentage	37%	29%	7%	22%	5%	100%

NOTE: Transit excludes funding for Potomac Yard Metrorail station, and WMATA capital funds
 2011 CIP did not include Real Estate Tax for Transportation Improvements
 2009 and 2010 Budget years were five year cycles; 2011 and beyond are 10-year budget cycles

CIP Historical Breakdown by Transportation Mode

CIP Year	Transit	WMATA Contribution	Non-Motorized	Streets & Bridges	Fixed Transp. Equipment	TOTAL
2009 Amount	\$31,707,486	\$45,672,000	\$966,702	\$36,763,581	\$7,580,706	\$122,690,475
2010 Amount	\$45,467,567	\$63,343,000	\$2,886,588	\$34,661,500	\$6,384,000	\$152,742,655
2011 Amount	\$33,716,000	\$77,370,000	\$7,100,000	\$28,870,000	\$8,430,000	\$155,486,000
2012 Amount	\$105,745,000	\$72,200,000	\$19,255,857	\$39,320,000	\$13,200,000	\$249,720,857
2013 Amount	\$90,157,750	\$73,650,000	\$24,185,857	\$37,320,000	\$14,285,000	\$239,598,607
2014 Amount	\$92,578,378	\$74,535,000	\$23,027,071	\$66,315,679	\$13,887,019	\$270,343,147
2015 Amount	\$168,672,560	\$55,310,000	\$27,974,000	\$100,793,000	\$16,725,000	\$369,474,560
2016 Amount (prop)	\$164,389,229	\$114,460,000	\$24,427,685	\$100,200,000	\$15,503,063	\$418,979,977

NOTE: Transit excludes funding for Potomac Yard Metrorail station, and WMATA capital funds
 2011 CIP did not include Real Estate Tax for Transportation Improvements
 2009 and 2010 Budget years were five year cycles; 2011 and beyond are 10-year budget cycles



CIP Historical Breakdown by Transportation Mode

CIP Year	Transit	WMATA Contribution	Non-Motorized	Streets & Bridges	Fixed Transp. Equipment	TOTAL
2009 Percentage	26%	37%	1%	30%	6%	100%
2010 Percentage	30%	41%	2%	23%	4%	100%
2011 Percentage	22%	50%	4%	19%	5%	100%
2012 Percentage	42%	29%	8%	16%	5%	100%
2013 Percentage	38%	31%	10%	15%	6%	100%
2014 Percentage	34%	27%	9%	25%	5%	100%
2015 Percentage	46%	15%	7%	27%	5%	100%
2016 Percentage (prop)	39%	27%	6%	24%	4%	100%

NOTE: Transit excludes funding for Potomac Yard Metrorail station, and WMATA Capital funds

Real Estate Tax for Transportation Improvements was introduced in FY 12

2009 and 2010 Budget years were five year cycles; 2011 and beyond are 10-year budget cycles

